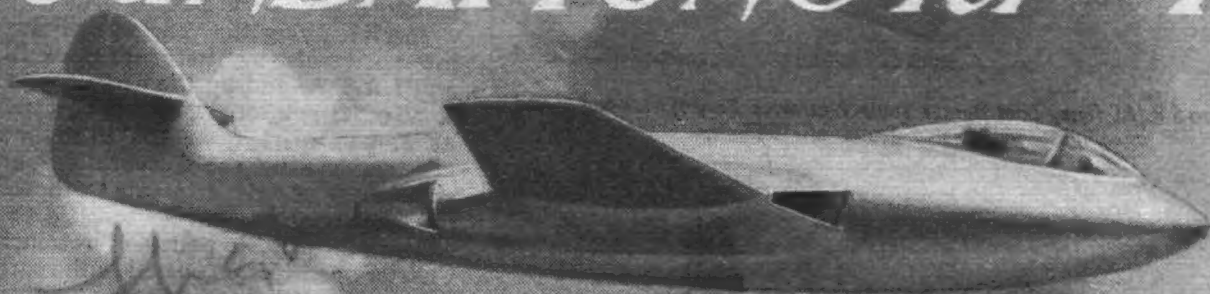


FOUNDATIONS for '48

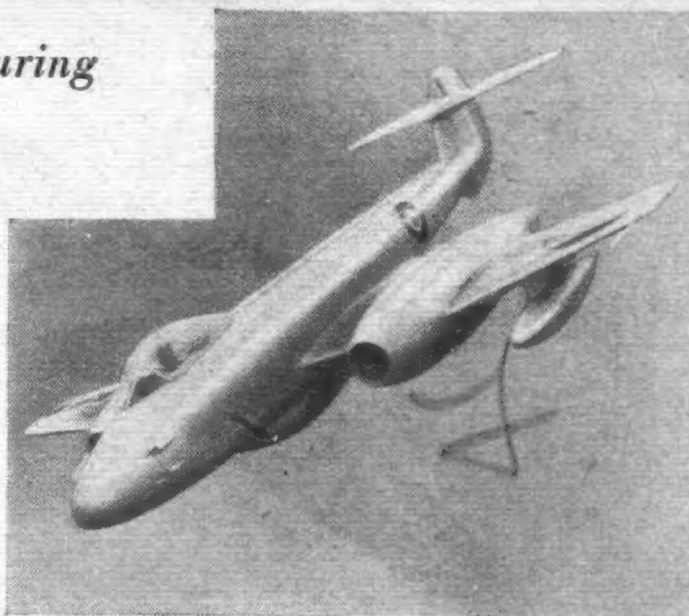


Technical Advances Achieved During the Old Year

TWELVE months ago, when *Flight* reviewed the year 1946, it was recorded that the period had been one of consolidation, development, and especially of research. To a very large extent, that pronouncement holds good for 1947. Several prototypes of great technical interest made their first flights and in many cases appeared in the memorable S.B.A.C. display at Radlett during September. Notable as were these machines, however, they are likely to be exceeded in numbers and importance by the products of 1948, though it will be evident from the following superficial survey that serious gaps remain to be filled in the ranks of British prototype aircraft.

Of the military machines it was the fighters which were chiefly distinguished for their quality. Several hours flying were completed by the Hawker N.7/46, a shapely deck-landing single-seater with a single Rolls-Royce Nene, having twin intakes and twin jet pipes, and mention was made officially of a new Gloster design, likewise Nene-powered. Development of the Meteor IV fighter involved the lengthening of the nose and the provision of additional fuel but work was also under way on a two-seater trainer, designated Meteor T.VII. New marks of the D.H. Vampire were introduced—notably the F.III—and at home and abroad the Supermarine Attacker (Nene) demonstrated its remarkable qualities. Initial deck-landing trials were successfully completed by one machine of this type and the new year may see a further development with swept-back wing and tail surfaces. Regrettably no jet bombers materialized, but at least an assurance was forthcoming that such aircraft were under development. Coastal Command squadrons still await their Griffon-powered Avro Shackleton reconnaissance-bombers. On the credit side, Handley Page completed a number of Hermes transports, which, together with the Vickers Valetta will bear the brunt of Transport Command commitments.

In view of the predominant importance of training in the R.A.F. to-day, special interest attaches to the Boulton Paul Balliol and Avro Athena, both announced during the year, and to the smaller Percival Prentice, already being delivered to meet an urgent Service requirement. From tactical and technical standpoints favourable comment was evoked by the Heston A.2/45 A.O.P. and the Scottish



As the year drew to its close, flight trials of the Nene-engined Hawker N.7/46 (top) were in progress. The "long-nosed" Meteor IV (above) was another 1947 development.

Aviation A.4/45 light transport, both having advanced high-lift systems. Outstanding Naval prototypes were the Westland Wyvern (Eagle) and Blackburn S.28/43 (Centaurus) single-seat strike aircraft, and in the Saro S.R./A1 the R.A.F. received a marine fighter of great promise.

The everyday work of the Services continued in face of

Valuable experience was accumulated with the Supermarine Attacker. The Naval version completed initial deck-landing trials.

